

COUNTRY Germany (Soviet Zone)

REPORT NO.

25X1

TOPIC Werneuchen Airfield

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EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 17 to 29 October 1951

DATE OBTAINED

25X1

DATE PREPARED

21 November 1951

REFERENCES

25X1

PAGES 2

ENCLOSURES (NO. & TYPE)

1 sketch on ditto

REMARKS

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1. On 17 October 1951, 30 fuel containers on 15 railroad cars arrived at Werneuchen airfield and were unloaded at the northeast curve, at the end of the old spur track. The containers were still there on 27 October. Source could not determine where they were to be installed. (1) Trucks hauled building material to the field.

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2. On 26 October, 322,000 square meters of terrain were concreted. It included the runway, taxiways, the western hardstands, strips adjacent to the old apron in front of the hangars, and a section of the extension of the northern taxiway.

3. On 27 October, about 2,100 laborers were employed at the field. The best workers were to be transferred to construction sites in Gruenau, Jauon, and Adlershof, while the rest were to be dismissed. Some additional power shovels were used to accelerate work in order to meet the fixed target date. Excavating south of the runway as far as station 46 was completed. (2) The final grading of the terrain was accomplished by Soviet graders. The spreading of fertilizers and sowing of grass was started. Intensive excavating was still to be done on a 100-meter stretch of the runway. Four power shovels and ten steam locomotives with dumpcars having a capacity of 2 cubic meters were used there. Work was scheduled to be completed in 12 days.

4. The course of the northern taxiway was staked out. (3) However, it is possible that the course will be changed because the ground is uneven and debris scattered in the area. The western spur track was serviceable to the north beyond a temporary crossing switch behind hangar 1. About 200 meters of track leading to the old spur track behind the hangars was still to be laid.

5. On 27 October, test samples 20 x 20 x 20 cm were cut from the completed runway and southern taxiway and sent to a test station, probably in Magdeburg, in order to have the bearing strength and quality of the concrete tested.

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6. There was no flying at the field between 22 and 29 October. The hangars were closed except for the eastern ones which were used as quarters by the construction workers. There were no indications that the hangars were occupied by aircraft or had aircraft parts. An estimated 1,000 Soviet troops were stationed at the field.

CLASSIFICATION

SECRET

CONFIDENTIAL

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7. According to a baker, about 1,000 kg of bread were delivered daily to the field. This baker allegedly learned from Soviet soldiers that the troops will probably leave the field in about two weeks, and that the field would subsequently be occupied by the detail which was stationed previously in Verneuchen. (b) Large numbers of Soviet officers and EM have been observed in Verneuchen since the reported arrival of troops.

8. Truck [REDACTED] with trailer, occupied by 30 Soviet soldiers, entered the field on 24 October. The trailer of this truck was loaded with bundles. It was of the opinion of source that the troops were probably reinforcements of the air force personnel at the field. (5)

9. On 29 October, intensive construction was being done on a taxiway strip of about 600 meters on the east end of the runway. The new track was to be provided with about 600 meters of ballast. At least 100 meters of the spur track remained to be built. Grading continued in the eastern and southeastern sections of the field. Eighteen locomotives were used there for the transportation of soil. About 400 laborers were grading on the west end and middle section of the landing field and on the taxiways. Eight locomotives and 15 trucks were used there. Between 22 and 29 October, about 1,000 laborers of the Bauunion were dismissed or transferred to other construction projects. [REDACTED]

[REDACTED] some of the workers were to be transferred to the Masse and Wrede firm in Marzahn and others to Gruenau for bridge construction. Other laborers were allegedly to be transferred or discharged soon and only about 500 laborers were to remain at the field. It was rumored that the field was to be graded and sodded in the spring of 1952.

10. [REDACTED]

Comments.

- (1) According to previous information, the old fuel dump at the field was unserviceable because of the removal of most of the containers. [REDACTED]
- (2) The statements on the future working places of the laborers does not agree. According to previous information, the airfields of Strausberg, Neuardenberg, and Koonigsberg/Neumark are to be improved. Gruenau, Nauen, and Adlershof are reported for the first time. For subdivision of the runway into stations, see Annex [REDACTED]
- (3) A previous report contained the first information on a scheduled second taxiway. [REDACTED]. A second taxiway was also reported from Briesen-Brand airfield whereas all other airfields were provided only with one taxiway. The construction of the second taxiway is apparently planned for the spring of 1952. It is believed that the airfield will be occupied before the completion of the second taxiway. For sketch of hardstands adjacent to the western dispersal area of taxiway 1, see Annex.
- (4) Prior to construction work in Verneuchen, the airfield was occupied by bomber regiments which are now stationed in Gueterbog. It is believed possible that these units will be retransferred. However, information indicating this retransfer was only reported by this source.
- (5) It is unknown where the soldiers came from. The motor vehicle [REDACTED] is reported for the first time.
- (6) Since most of the construction seems to be completed it is believed possible that the field will soon be occupied by an air unit.

SECRET/ [REDACTED]